

BALTIMORE, STURDY LIMBED, RISES FROM ASHES OF DESOLATION

Clearing Away Debris to Make Way
For Contractor.THE REBUILT MARKET SPACE.
Once Home of Vice and Crime.Stone From a Skyscraper Shot Down
Inside Chute.

City More Stately and
Beautiful Than the
One Destroyed.

Energy and Civic Pride
United in the Work
of Rebuilding.

Burned District Commis-
sion Is Steadfast for
Good Results.

BALTIMORE is emerging from its ashes. When reconstruction has brought finished results, and all traces of the fire's devastating crush have been blotted out, the city will be fairer, more imposing, than it has ever been in the past. In a way the fire will have proved itself a blessing in disguise. Nobody looked at the matter in just this light at the time the fire was raging—when there was destruction on every hand, and when every moment great buildings of steel and stone were melting and almost disappearing. Then there was discouragement and doubt and distrust—the fear that Baltimore had been dealt a blow from which the city would find it difficult to recover. Now, as events have abundantly shown, was there a greater mistake.

The fates dealt kindly with Baltimore in providing the city with executives meet to face the emergency. Mayor McMane took up the fight with zeal and enthusiasm, and his untimely taking off found for him a successor, in the person of the president of the second branch of the city council, E. Clay Timanus, who was well fitted to assume responsibility and carry the work so well begun to a safe and successful consummation.

Commission Doing Well.
The burned district commissions are working zealously. Every day almost there are meetings and hearings, at which citizens come to protest against methods of improvement the commission is considering. It is hard to please all the people all the time, but the commission is doing well, and its work speaks for itself. It reaches the public through Walter L. Alexander, chief of the bureau of information, and an appointee of Mayor Timanus. They say in Baltimore that "Alec" does as much as anyone else to make smooth and easy and noiseless the progress of the work. That is not hard for those who know him to believe.

The street and market improvements are being made out of a surplus of nearly \$9,000,000, resulting from the sale to the Western Maryland Railroad Company. This surplus has come in quite handy. The city did not know what to do with it at first. Several suggestions were made before the fire. One was to start a modern sewerage system with the money; another was to improve the street paving; and another was to build school and fire engine houses.

The fund has proven sufficient for all the purposes arising out of the fire, including the rebuilding of the St. Paul Street side of the courthouse, at a cost of \$350,000, the grading and repaving of the streets in the burned district, at a cost of about \$250,000; the clearing away of the general debris, cleaning the streets, etc. Of the general surplus \$9,000,000 is now being used for the acquisition of property in the wharf district.

Improvements in Sight.
In addition to the street widening improvements, the market improvements and the dock improvements, the city purposes to improve the sewerage system and the street paving system in the burned district. By having this surplus the taxpayers of the city are to be saved a great deal of money.

About 3,000 buildings were destroyed by the fire, and the general loss, including buildings, stock, fixtures, etc., has been put at about \$100,000,000. Baltimore is about a new set of building laws as a result of the fire. A special commission of experts is now drafting the law. A temporary law, passed by the mayor and city council, to meet conditions existing immediately after the fire, is now in effect. Under this ordinance the height of buildings is limited to 175 feet. All buildings higher than 175 feet must be of fireproof construction, and the rules as to fireproofing are the same as adopted by the United States Government. The city's building laws before the fire were somewhat antiquated, as were also many of the buildings.

The city is also to have a uniform system of building lines, something the city lacked in the past. The system is to be started in the burned district by the commission. The commission has no jurisdiction outside of the burned district.

WALL STREET OF BALTIMORE.
German Street, on or Near Which Stood
Most of the Banks and Trust Com-
panies Destroyed by the Fire.

The burned district is a bee-hive of industry. Upward of 200 buildings are under way, including those for which foundations are being laid or reconstructed. City Councilman George W. Howser, who is one of the city's successful contractors, took a census for the burned district commission of the men employed on rebuilding in the district.

Army of Men at Work.
Mr. Howser's figures show that there are now employed in the burned district 8,778 laborers, 588 bricklayers, 428 carpenters, 140 plumbers, gasfitters, etc., about 100 drivers on teams going out with debris and old bricks, and 300 drivers on teams coming in with fresh material, making a total of exactly 9,804 men working, exclusive of the drivers, and with their estimated numbers added, approximately 10,624 men altogether employed in the burned district. Of this number 39 are employed in the Calvert and Equitable Buildings, 29 in the Continental Trust Building, and 175 in the Union Trust Building.

Assuming that within a month or six weeks a majority of the buildings for which permits have been issued—nearly 200 in all—will be above ground, and consequently employing more men, it is apparently safe to estimate that by August 1 more than 15,000 possibly nearer 20,000 men—will be employed in the burned district.

Laborers are paid an average of \$1.50 per day for nine hours' work; bricklayers, from \$4.50 to \$5. for eight hours; carpenters, \$3 for eight hours, and gasfitters, plumbers, etc., an average of \$3 for the same time. To the laborers is paid the total daily sum of \$13,167; to the bricklayers, \$1,420; to the carpenters, \$2,640; to the gasfitters, \$1,240; to the plumbers, \$1,420; to the cart drivers, \$1,420; to the teamsters, \$1,420; to the haulers, \$1,420. This makes a total daily payroll of \$18,567, or \$111,402 per week.

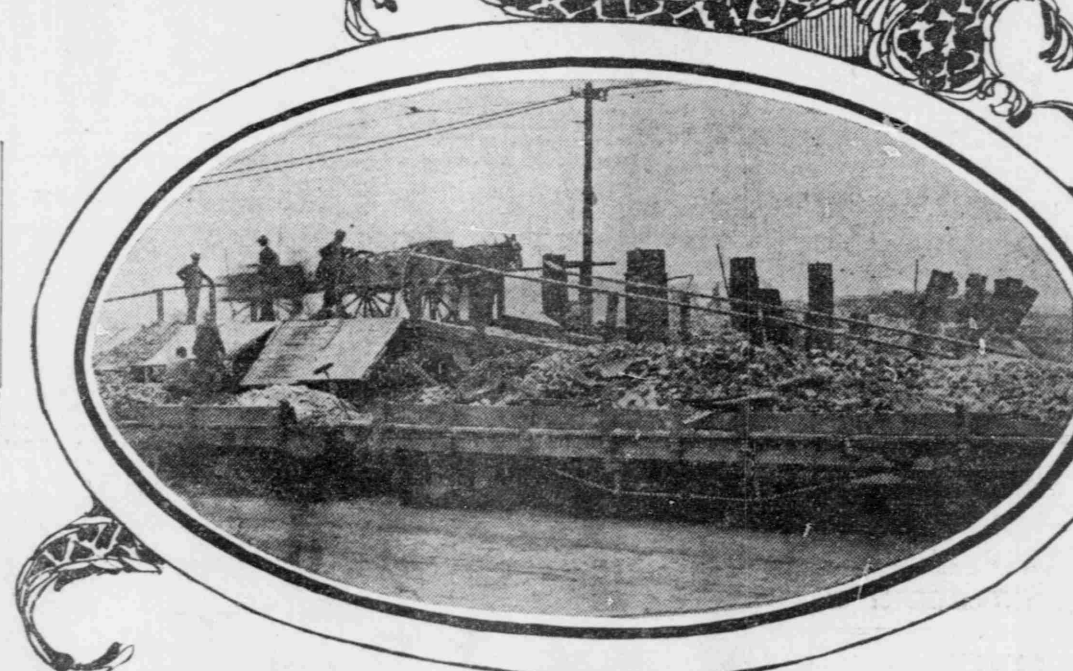
The Outside Laborers.
Mr. Howser's figures do not take into account the hundreds of men engaged in the preparation of new materials, the disposal outside of town of the debris, or of the numbers of architects and builders with their office assistants. The figures are confined strictly to the burned district, and the class of labor engaged in the actual work of rebuilding.

Practically all of this money is turned right into the channels of trade, as the majority of the workmen being married or having families dependent upon them, while many of the unmarried workmen and the married men who can do so turn part of their earnings into the savings banks and building and loan associations. Most of the laborers are local men, but many of the bricklayers and carpenters come from other cities, some having been brought here by builders and contractors, others having been attracted by the opportunities for employment offered by the fire.

Two hundred permits to build in the district have been issued by Building Inspector Preston since the fire, and after the insurance losses were adjusted. The number does not include permits for the reconstruction of the five tall office buildings destroyed by the fire, as follows: The Continental Trust, Baltimore and Calvert Streets; the Equitable, Calvert and Fayette Streets; the Union Trust, Fayette and Calvert Streets; the Calvert Building, Fayette and St. Paul Streets, and the Maryland Trust, Calvert and German Streets. Work on these buildings is being rushed with all possible speed, and they will be ready for occupancy during the fall or winter.

Buildings Under Way.
The number of buildings now under construction above two stories in height follows:

Three stories, 59.
Four stories, 32.
Five stories, 23.
Six stories, 6.
Seven stories, 1.
Sixteen stories, 1.
The latter is the Baltimore American Building, going up on the old site at Baltimore and South Streets. It is to be one of the finest and most modern structures in the new Baltimore, and Gen. Felix Agnus, publisher of the paper, is being congratulated on every

METHOD OF REMOVING DEBRIS.
The Carts Are Hauled Up the Improvised Incline and Their Contents Dumped on Flat Cars.

hand and commended for his activity and his interest in helping to build greater Baltimore.

There are many one and two-story buildings going up. They are to be used mostly for office and bank purposes, and are models of architecture—by no means shabby in appearance or inside appointments. Building Inspector Preston, who passes on all plans for new buildings before the permits can be issued by the municipal government, says the character of buildings now being planned is far above the average, and that these structures, when ready for occupancy, will surprise everybody. Mr. Preston is an experienced builder, and knows whereof he speaks.

Gave World an Example.
Baltimore has taught the world a lesson in the way of planning the rehabilitation of a city destroyed by fire or water or wind. Here is the way Baltimore went about it:

The day after the fire Mayor Robert M. McMane summoned the leading business and financial men of the city to his office in the City Hall for the discussion of means for rebuilding the burned district, which covered an area of 155 acres in the very heart of the city. National, State, and city legislators were present. It was decided to appoint a citizens' emergency committee for the purpose of preparing and reporting to the mayor a general plan for rebuilding the city. Many of the streets in the district were narrow and crooked, without uniform building lines and with hundreds of encroachments on the sidewalks.

This committee, appointed by the mayor, organized at once with the late William Keyser, manufacturer and philanthropist, as general chairman. The committee lost no time in getting down to work, and immediately appointed a number of subcommittees to consider the different needs of the city. It was decided to widen, straighten, and extend the principal streets in the territory, and C. K. Lord, former vice president of the Baltimore and Ohio Railroad, was made chairman of the subcommittee on street improvements. In a week's time the committee adopted a comprehensive plan. This was at once reported to the mayor, for occupancy during the fall or winter of a burned district commission.

The Legislature Acts.
A bill was then prepared for the Legislature and the burned district commission act speedily passed. It provided for a commission of two Democrats and two Republicans, with the mayor as a member ex-officio. Mr. McMane lost no time in selecting the following as the personnel of the commission: Col. Sherlock Swann, C. K. Lord, Reuben Foster, and John T. Graham. Colonel Swann was elected chairman of the commission, which met for organization on March 12. The commission at once approved the recommendations of the citizens' emer-

gency committee and reported them to the board of estimates and the board of public improvements, acting as a joint board under the provisions of the burned district act. This joint board also approved of the recommendations, and ordinances were prepared for the city council carrying the improvements into effect. The council met daily, passed the ordinances, and the improvements now under way follow:

The extension of Light Street from St. Paul Street, 120 feet wide.
The widening of Light Street to 100 feet from Baltimore to Pratt Street.
The widening of Pratt Street along the water front to 120 feet on the south side.
The widening of Hopkins Place and the extension of the thoroughfare from German Street to Liberty Street.
The widening of Lombard Street to 60 feet.
The widening of German Street to 80 feet.
The widening of Charles Street to 70 feet, from Lombard to Fayette.

Many Streets Widened.
The extension of West Falls Avenue, from Lombard Street to Baltimore Street.
The widening of Calvert Street, from Baltimore to Fayette, to 80 feet.
The widening of Commerce Street, from Pratt Street to Exchange Place, to 60 feet.
The widening of St. Paul Street, from Baltimore to Fayette, to 60 feet.

The establishment of market places in the territory bounded by Baltimore Street, West Falls Avenue, Centre Market Space and Pratt Street.
The emergency committee recommended the widening of Baltimore Street to the extent of 30 feet on the north side, from Liberty Street to Jones' Falls, but the council declined to pass the necessary ordinance. Four or five subsequent attempts were made to widen the street, but all failed, owing to strong and well-organized objection on the part of property owners.

Building Fine Docks.
Provision was also made for the building of six modern piers and docks along the water front, to take the place of old-fashioned and poorly equipped wharves and wharf property destroyed by the fire. In order to build these piers and docks the Legislature passed an act enabling the city to issue stock to the extent of \$4,000,000. This loan was approved by the voters of Baltimore at a special election held on Tuesday, May 12. The majority in favor of the loan was an overwhelming one, despite a short campaign, in which the present mayor, as well as the late mayor, carried an active part.

The burned district commission is now acquiring the property for these piers and docks, and the construction work is to be done under the supervision of the

harbor board, of which Major N. H. Hutton is the president and engineer. Major Hutton spent several years in the engineering service of the United States Government. He has had charge of Baltimore harbor for more than a quarter of a century and knows its needs. The plan as prepared is his own, and it has met with general favor among shipping men. This improved harbor will prove one of the great blessings from the fire, and will give Baltimore an unexcelled water front.

The wharf plan was slightly changed the other morning, at a conference between the burned district commission and the railroad, and other interests desiring wharf space. It was decided to make piers 2 and 3, 200 feet wide each, with a 150-foot dock between them. Pier 4, along Jones' Falls, is to be widened to 200 feet. The pier will be 148,000 square feet, pier 2, 148,000 square feet; pier 3, 200,000 square feet, and pier 4, 200,000 square feet. The pier 4 cannot be determined until after the powerhouse of the United Railways and Electric company is disposed of.

The New Market Space.
Another blessing will be the new market space. The old "Space" was well known as a territory of disorderly houses and saloons. The new "Space" will be an altogether different place. A movement is now on foot to limit the number of drinking saloons in the territory, and there is good prospect of success. The mayor and city council approve the movement and will help it along, as will also the liquor license board. Modern market places are being prepared for the entire space by the burned district commission with the assistance of City Councilman William A. Eisenbrandt. The wholesale produce market, the fish market, and a first-class retail market will be located there, in addition to the Maryland Institute of Art and Design, which will erect a new building fronting on Baltimore Street, and extending back to Water.

An engine and truck house will be located in the territory, to afford fire protection to the new wharves and the market territory, as well as the central and southeastern sections of the city, now so badly in need of more protection.

Mayor Timanus came into office on Tuesday, May 31, the day following the tragic death of Mayor McMane. Mr. Timanus had been president of the second branch of the city council, and the vice mayor of the city. He has had considerable experience in municipal affairs, having served several terms in the city council. No man is better equipped to carry on the great work now before the municipal government of Baltimore. It was fortunate that the city had such a man as Mr. Timanus to step in and complete the work so well started by Mr. McMane.

MAKING READY FOR THE BUILDERS.
Scene of Busy Activity on the Corner of Lombard and Calvert Streets, in the
Very Heart of the Burned District.

The accession of Mayor Timanus changed the political complexion of the city government, turning it over to the Republican party, of which Mr. Timanus is an active and honored member. He is one of the most popular men in Baltimore, as was evidenced by the big majority he received for the office of president of the Second branch, a little more than a year ago, a position which, under the new charter, is filled by the voters of the city at large. Baltimoreans look upon Mayor Timanus as the man of the hour. He is a business man, as is shown by the new life he has infused into the burned district. Mayor Timanus wants results, and is getting them. He is booming Baltimore in a thoroughly patriotic and highly commendable manner. In Baltimore, he is looked upon as his own successor in the majority three years hence.

A few weeks ago Reuben Foster resigned as a member of the burned district commission, to give his entire time to the Chesapeake Steamship Company, of which he is the president and general manager. Mayor Timanus filled the vacancy on the commission by appointing John W. Snyder, one of the foremost members of the chamber of commerce, and an active Republican. Mr. Snyder has introduced a great deal of system into the work of the commission, and is meeting with much success.

Change of Politics.
The commission has done a great deal of hard work, and of the 255 pieces of property needed for the widening and extension of streets, more than 150 have been surrendered to the city. Negotiations are pending for private property for public purposes is not always the easiest thing to do, and the commission deserves a great deal of credit for the progress it has made.

Baltimore will be a new and greater city as a result of the fire. Rebuilding operations were a little slow at first, due to unsettled conditions generally and the adjustment of insurance losses, amounting to millions. Paul Turner, chairman of the general loss committee for the insurance companies, has just completed his report on the February fire. The report is interesting, because it shows how the committee, appointed after the great fire, handled \$2,073,353.61 in insurance losses. After taking care of the fire and how it gained headway, the report says:

No charge of inefficiency has been brought against the city fire department, but it is apparent that Baltimore has not kept pace in her water supply and fire-fighting defenses with the largely increasing area and height of modern buildings and the consequent concentration of values in congested districts.

When the fire assumed alarming proportions other cities promptly responded to requests for aid, but long before the apparatus arrived on the ground the conflagration had developed from 1,500 to 2,500 degrees of heat, making it impossible for any water supply or fire department to be effective.

Statement of Losses.
Out of the 2,176 assignments made by this committee, 3,778 losses were represented, namely:

Buildings	967
Machinery	357
Patterns	43
Stocks	1,436
Rents	89
Furniture, household	92
Fixtures, office	737
Fireproof buildings	7
Use and occupancy	1
Total	3,778

We have figures on about 1,100, and these are as follows:

Value represented	\$27,382,436.49
Insurance covering same	\$2,245,273.32
Amount paid	\$25,137,163.17

As there are only eleven losses (involving \$147,500) unsettled out of the whole number assigned by this committee, I think our figures represent a very large percentage of the total amount involved, and all the important cases.

Arrangements were made with the Underwriters' Salvage Company of New York by which all cases not specifically treated by the committee of adjustment in charge should be investigated, handled, and a systematic report made to your committee of the results.

One of the most important committees, from an educational standpoint and in the result of its work, was that appointed to have charge of the losses on fireproof buildings. While heretofore there have been isolated cases of heavy damage by fire to buildings of this class, no such opportunity for studying its effects upon the so-called fireproof buildings from the broadest standpoint had ever been presented, and your committee felt it might never occur again.

Under these circumstances it was felt that every effort should be made to finally present the companies with as much data as possible for their future information. To this end a conference was first held with the owners of these buildings, so that any opposition to our plans might be met and overcome, and later one committee was appointed to have charge of the entire work.

Fire-Resisting Materials.
Detailed reports on the losses on fireproof buildings conclude with a special report of Samuel R. White, general appraiser, on the subject of fireproof buildings. He declares that "structural steel has in this instance proved all and more than was ever claimed for it, as on the whole in the fireproof structures it has not suffered over a 5 per cent damage. The freaks of the fire can only be explained by the different shapes and construction of the buildings and the changing of the wind. These tall buildings acted as funnels and carried the heat away from some of the lower buildings that surrounded them."

The material which stood the test best, according to Mr. White, was brick. Next comes terra cotta, followed by porous and semiporous tile. The floor arches in the big buildings stood well, where properly put in, but column and girder covering, partitions and wall-hung fallings were almost a total loss. Wire glass stood the severest test, and wherever the frame supporting it remained the wire glass resisted the flames. Mr. White adds:

"If frames were made of metal or fireproof wood and three sashes put in each opening, one glazed with clear glass to be used during the day, and the extra one with wire, to be pulled down at night, it will stop any fire."

Damage to Skyscrapers.
The figures showing the losses on the several skyscrapers are as follows:

	Sound	Salvage	Loss	Insurance
Union Trust	\$248,755	\$139,335	\$214,488	\$200,000
Calvert	634,075	284,750	363,256	150,000
Herald	217,151	91,330	127,035	125,000
Equitable	1,057,565	274,870	771,695	760,000
Mechanics'				
Bank	405,066	192,460	220,576	225,000
Continental	1,025,461	372,616	666,328	500,000
Maryland				
Total	84,095	242,739	242,739	

Mr. White reports that the loss on the Continental Building was settled by the trust company's expert and the umpire, and he personally believes the loss was placed too high. Much of the loss occurred on the steel work in the areas, where it was light and of poor construction. The ornamental iron work, he says, was badly damaged, but considerable of it can be used. Mr. White gives the following figures as to the percentage of loss in the different buildings on steel and ornamental iron work:

	Steel Work	Iron Work
Calvert	1-3	87
Union Trust	1	85
Herald	20	33-1-2
Equitable	42	69
Continental	91-2	74